Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER

May 31, 2018
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER — C.J. Sims — No. C46471 — Exp. 6-30-19 CIVIL — STATE OF CALIFORNIA

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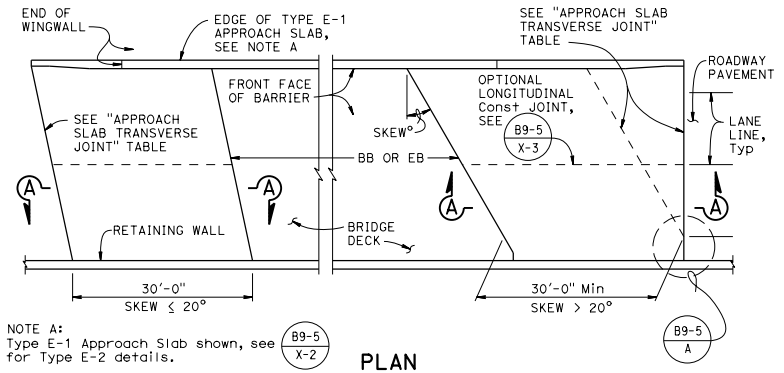
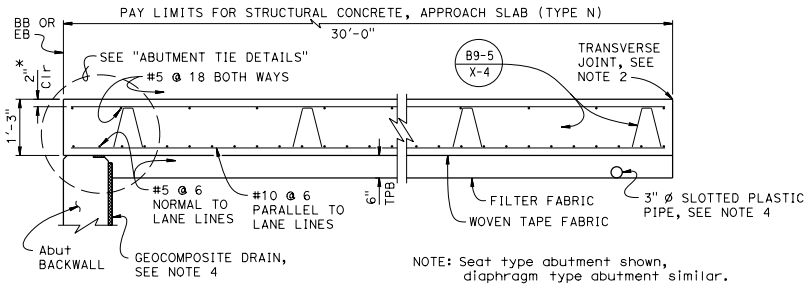
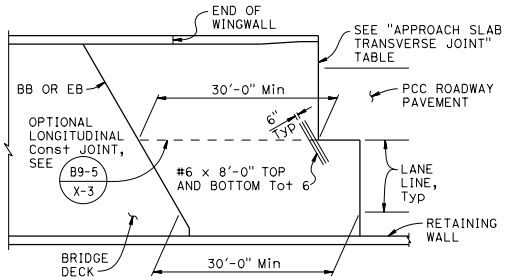


PLAN

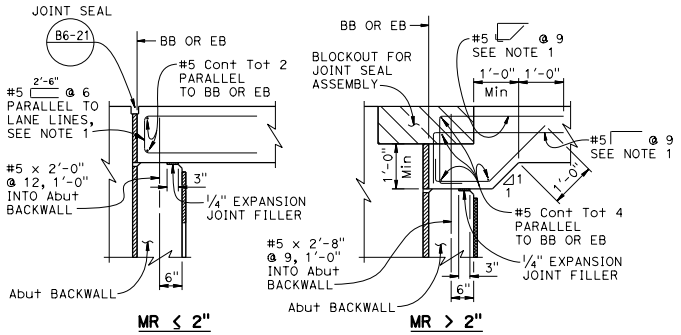
APPROACH SLAB TRANSVERSE JOINT		
APPROACH SKEW, ×	WITH HMA ROADWAY PAVEMENT	WITH PCC ROADWAY PAVEMENT
× < 20°	PARALLEL TO BB OR EB	PARALLEL TO BB OR EB
20° < × < 45°	PARALLEL TO BB OR EB (B9-5 A)	STAGGER AT LANE LINES 24' TO 36' APART, SEE "END STAGGER DETAIL"
× > 45°	PARALLEL TO BB OR EB (B9-5 A)	STAGGER AT EACH LANE LINE, SEE "END STAGGER DETAIL"



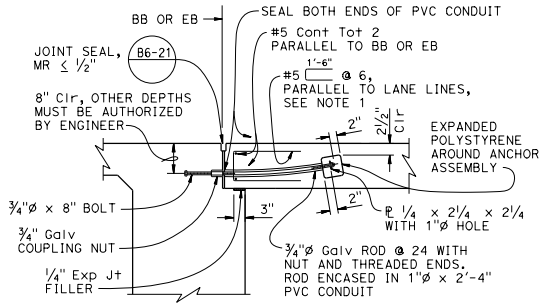
SECTION A-A



END STAGGER DETAIL



SEAT TYPE ABUTMENT (B9-5 C)



DIAPHRAGM TYPE ABUTMENT

ABUTMENT TIE DETAILS

LEGEND:

* - All approach slab reinforcement shall be epoxy coated and minimum top mat cover 2½" in Freeze-Thaw Area.

NOTES:

1. For MR ≤ 2", adjust reinforcement to clear sawcut for sealed joint. For MR > 2", reinforcement must be normal to BB or EB and spaced to avoid joint seal assembly anchorage.
2. Transverse Joint must be a minimum of 5'-0" from an existing or constructed weakened plane joint in approach PCC roadway pavement. Refer to Standard Plans P10 and P14.
3. At the Contractor's option, approach slab transverse reinforcement may be placed parallel to BB or EB. Spacing of transverse reinforcement is measured along ℄ roadway.
4. For structure approach drainage details, refer to Standard Plan B9-6.
5. For details not shown, refer to Standard Plan B9-5.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

STRUCTURE APPROACH TYPE N (30)

NO SCALE

B9-1

1-29-18